

accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ASW OK E5 Hugo, OK [Revised]

Stan Stamper Municipal Airport, OK  
(Lat. 34°02'06" N., long. 95°32'31" W.)  
Hugo NDB  
(Lat. 34°02'23" N., long. 95°32'22" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Stan Stamper Municipal Airport and within 2.5 miles each side of the 187° bearing of the Hugo NDB extending from the 6.3-mile radius to 7.6 miles south of the airport, excluding that airspace which overlies the Antlers, OK Class E airspace area.

\* \* \* \* \*

Issued in Fort Worth, TX, on October 5, 1998.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 98–27798 Filed 10–15–98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98–ASW–41]

#### Revision of Class E Airspace; Lake Charles, LA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule published on July 28, 1998, which revises Class E airspace at Lake Charles, LA.

**EFFECTIVE DATE:** The direct final rule published at 63 FR 40171 is effective 0901 UTC, December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone: 817–222–5593.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on July 28, 1998 (63 FR 40171). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 3, 1998. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on October 5, 1998.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 98–27800 Filed 10–15–98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[CGD01–98–140]

RIN 2115–AA97

#### Safety Zone: Storrow Drive Connector Bridge (Central Artery Tunnel Project), Charles River, Boston, MA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for the Central Artery Tunnel Project, Storrow Drive Connector Bridge construction on the Charles River. The safety zone temporarily closes all waters of the Charles River between the Gridley Lock and Dam and the western side of the Amtrak Railroad Bridge while bridge spans for the Storrow Drive Connector Bridge are erected. The safety zone is needed to protect vessels from the hazards posed by bridge construction activities upon a navigable waterway.

**EFFECTIVE DATE:** This rule is effective from September 30, 1998 through December 31, 1998.

**FOR FURTHER INFORMATION CONTACT:** LT Dennis O'Mara, Waterways Management Division, Coast Guard Marine Safety Office Boston, (617) 223–3000.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation, and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Any delay encountered in this regulation's effective date would be contrary to the public interest since immediate action is needed to close a portion of the waterway and protect the maritime public from the hazards associated with bridge construction activities upon a navigable waterway.

##### Background and Purpose

As part of the Central Artery Tunnel Project, a new bridge, the Storrow Drive Connector Bridge, will be built over the Charles River, Boston, MA. Section 1 of